MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes___ no___

Property Name: Hubbard's Run Masonry Arch Railroad Bridge Inventory Number: ~~11~~ BA-3105

Address: CSXT Milepost BAA 6; HDR Sta. 698+25; Bridge 8-B City: _____ Zip Code: 21227

County: Baltimore USGS Topographic Map: Relay

Owner: CSX Transportation Is the property being evaluated a district? no

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: CSXT Capital Subdivision Improvements Agency: Federal Transit Administration

Site visit by MHT staff: X no ____ yes Name: _____ Date: _____

Is the property is located within a historic district? ____ yes X no

If the property is within a district District Inventory Number: _____

NR-listed district ____ yes Eligible district ____ yes Name of District: _____

Preparer's Recommendation: Contributing resource ___ yes ____ no Non-contributing but eligible in another context ____ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible X yes ____ no

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

It is likely that Benjamin H. Latrobe, Jr. designed this 25'-wide, 155'-long single span masonry arch bridge for the initial construction of the Baltimore and Ohio Railroad's Washington Branch 1832 - 1835. Constructed of granite masonry, the bridge's semicircular arch has a radius of 9.5'. The bridge continues to carry railroad traffic over a creek variously referred to as Hubbard's Run or Herbert's Run.

Although CSX Transportation is unable to locate original historic documents pertaining to this structure, more recent, unreferenced CSXT records show a construction date of 1875. This is likely, however, to be incorrect, and is instead either the date of the last lateral widening of the bridge, or the date of application of a parge coat on the structure's exterior (or both).

It is more likely, based on style and the use of rough-faced granite masonry, that this bridge was constructed during the original building of the B&O's Washington Branch. Previous alterations have not significantly affected the historic appearance or function of this bridge.

Likely designed by Benjamin H. Latrobe, Jr., the Hubbard's Run masonry arch bridge is associated with the building of the earliest common carrier railroad lines in the United States (the B&O), and represents one of the first applications of stone arch

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ____

Criteria: X **A** ___ **B** X **C** ___ **D** **Considerations:** ___ **A** ___ **B** ___ **C** ___ **D** ___ **E** ___ **F** ___ **G** ___ **None**

MHT Comments

Andrew Lewis / 08/02/02

Reviewer, Office of Preservation Services **Date**

Pat Kuntz 8/9/02

Reviewer, NR Program **Date**

bridge technology to carry rail traffic in the United States. It is eligible under Criteria A and C for listing in the National Register of Historic Places.

Prepared by: Daniel R. Pratt, HDR Engineering Date Prepared: 6/11/2002

Figure 1: Hubbard's Run Railroad Bridge, looking north.

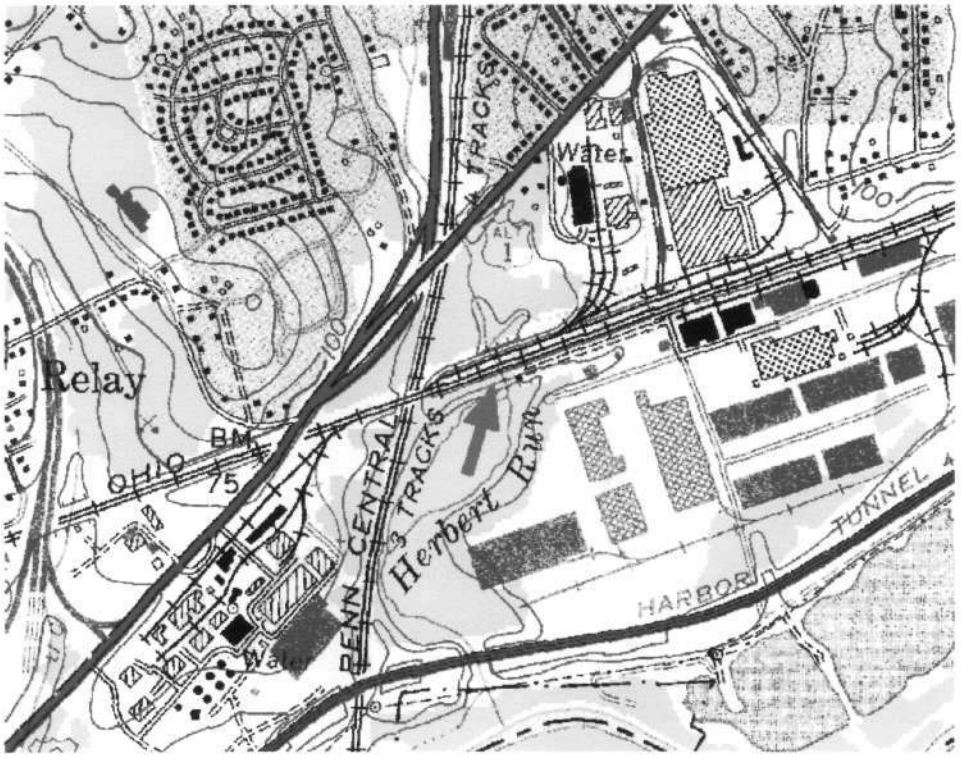

Figure 2: USGS Relay 7.5' Quadrangle Map showing property location.

CSXT Capitol Subdivision Improvements

BA - 3105
HUBBARD'S RUN MASONRY ARCH RAILROAD BRIDGE DOE # 11
CSXT MILEPOST BAA 6.0
BALTIMORE CO. MD
DANIEL R. PRATT
5/22/02
LOOKING N
1 OF 1